lly with Sunday ... By Times-Dispatch Carrier Delivery Ser-Richmond (and suburbs) and Po-

Entered January 27, 1986, at Richmond, Va., second-class matter under act of Congress March S. 1879.

FRIDAY, OCTOBER 1, 1912.

LET NO TAX-DODGER ESCAPE. be no doubt that it can add thousands the carriers east of the Mississippi to the State treasury by an efficient and north of the Ohio and Potomac discharge of its duty. When the re- Rivers. It is undoubtedly true that turns are considered it is easily seen the railroads have a stronger case that Richmond has made a much bet- than they had two years ago. It is ter showing proportionately than other cities, but there must still be their side of the question in a more hundreds here who evaded their plain convincing way than in 1910, when duty to the State by failing to report their income or by returning it at an undervaluation. There were but 2,644 tion, but relied upon wornout conpeople in the cities of Virginia who stitutional arguments. Whatever the returned income taxes; that fact is itself a powerful indictment against the tax-dodgers in our cities.

Of course, the grand jury should g at this work from both ends of the line. If it can hale into court a man who ought to have paid an income tax on, say, \$50,000, it should do so, but let the investigators remember that then be in a position to judge intellithey will bring just as much money into the State treasury if they will haul in twenty-five men each of whom falled to pay an income tax on \$2,000. The tax-evaders of great wealth must be jerked up, but the men further down must be as vigorously taken

The people of this city will applaud anything the investigators may do in the way of reclaiming money rightfully belonging to the State, for the people understand that the tax-dodgers are adding to their burden and subtracting from the benefits which they would receive from a justly supported government. Let the grand jury see to it that no tax-dodger in Richmond

#### THE RAILROAD PROBLEM AGAIN.

Each day the railroad problem is assuming a more prominent place in the public interest. With the general and supplies. The advance in the cost of living has also caused unrest and has made necessary concessions of higher rates of remuneration. The net of practically all of our carriers. sorb an increasing proportion of operation revenue, and, the consequent decline in net income is further aggravated by the increase in the interest rates and the added costs to the railroads of borrowing capital.

had unless authority is given the carriers to advance their freight charges of materialization? As the Indianapolis and thus insure a larger margin of

re toe rapidly discounted the future his partners in the invisible govern-In capitalising earnings, that indefen- ment of 1964, can doubt. the standpoint of their legitimate the opinion of the News, command the

Congress has authorized the Interof a shipper, to suspend advances in solutely and heartily concur. freight rates pending an investigation. In the event of such a procedure the law imposes upon the railroad the is reasonable and necessary. The most may, a grave situation. If peace can-Daily with Sunday ...... 15 cents ily without Sunday...... 16 cents quest was denied, but the commission commission would gladly reconsider its decision.

warm support and commendation bitration Board proceedings also show also true that they now set forth their atorneys did not seem to realize the economic significance of the situamerits of the controversy may be, however, it should be adjusted as soon as possible. The Interstate Commerce Commission should authorize an investigation of the finances of the railroads of the country. With the facts in hand from authoritative and disinterested sources, the commission would gently the financial needs of the railroads. Wherever higher freight rates Mr. are necessary, they should be granted. Where they are not needed it should come to be so stated and the facts submitted in corroboration. The present activity in business and trade will undoubtedly bring added revenues to the carriers. A reduction in . the existing tariff duties would also lessen operating costs to a certain extent. But these results hold forth the prospects of temporary relief only. A final and satisfactory adjustment of the controversy is dependent upon a compre hensive examination of all the facts bearing upon the existing situation. It is for this reason that a general and official inquiry into the financial status of our transportation companies is desirable.

INVISIBLE GOVERNMENT AGAIN. the required for railroad equipment ment of a strong, fundamental, admin-something aside, and there are a great istrative commission of high standing. many who seem to be savers, besides which shall maintain permanent, ac- a great many who are living contentdissatisfaction among employes and tive supervision over industrial coredly on what they do not save, porations engaged in interstate com- These statistics show that special merce, or such of them as are of pub- conditions are largely dominated by result is to be seen in the accounts lic importance, doing for them what the individual, and that is the result the government now does for the na- aim of government-to establish the Operating expenses have tended to ab- tional banks and what is now done for supremacy of the individual, along the railroads by the Interstate Com- with a purpose to make that indepenmerce Commission."

are giving to that demand, with their tending to improve his chance. The railroads during the past decade equally vehement denunctation of "the have attempted to offset rising costs by invisible government," is past comprenomics in operation. More power- hension. It is also rather incompre- "Election day is coming round; economies in operation. More power-ful lecomotives have been installed, hensible how they can continue to de-and steel freight cars of large capacity nounce "the invisible government" at And heave out your souls." have been used. By these means train all, as much as it deserves to be deloads have been increased and the cost nounced, considering the service in- down into your pockets, men, and of transporting a ton of freight in visible government, as composed of heave out your contribution to the terms of labor, fuel and administrative certain trust interests, rendered the Wilson campaign fund. charges has been greatly reduced. The Colonel in cold, hard cash in 1904. These that the limits of possibility have been basest sort of ingratitude. The only reached by this method of economy explanation suggesting itself is that and that the only means of maintain-since "the invisible government," or ing the credit of the railroads and this feature of it, has been made visible, army of baseball fans who camped in securing capital for much needed extensions consists in raising freight it has been determined in the councils patch accreboard for the world's series wates. It is asserted that the demands of the Bull Moosers that the only reof trade and industry during the next course left was to brazen it out, in the is this, an oyster reast?" few years call for the investment of hope that the masses were purblind. \$10,000,000,000 in additional trans- But that apart and coming directly and portation facilities, and that this more specifically to the demand in in "Old Fox" Mathewson's pitching question in the Progressive platform. Wednesday. How would it work out in the event

News well says, the hold of the adminsugmented net carnings. In further istration on business would not only When aged gentlewomen gather u defense of their demand for higher be enormously strengthened, but we their scant quarters and dimes to add should have an invisible government, to the Wilson fund, it is about time also point out that the freight charges compared with which that of 1901 that you cut out ten cigars and send in this country are lower than those would be as nothing, and for these along that dollar. of any other industrial or commercial cogent and irrefutable reasons, as our Still it's better to have President ation.

The railroad employe would wel. Roosevelt scheme in force the Washcome the prospect of an advance in ington administration would be able to his campaign than to have the trusts freight rates and hitherto has joined reach into every State in the Union, plank down millions for Teddy. Your forces with the managers. Obviously and would be in supreme control of family never expects any return for forces with the managers. Obviously and would be in supreme control of favors, and other people do.

Increased revenues mean to them a probably 500,000 corporations. Some favors, and other people do.

The weather man certainly gave us epposite eide of the question is taken of his national committee the man who a "Fair" deal.

by the shipper, and is fercibly ex- was chairman of the new commission. pressed through the traffic associations Nothing more than this would be needof the country. The fundamental ed to throw the whole corporation in- to keep away from The Times-Disbasis of their opposition is put for- fluence on the side of the party in patch baseball diagram board. It's ward in the argument that increased power. There need be no threats or more exciting than the real game. transportation charges constitute an demands or promises-no bargains of odded tax upon business and industry, any sort. The situation would be It is denied that the railroads have enough. That this situation is the ched the limits of economy in wish that is father to Colonel Roosenagement and in conducting trans- velt's "fundamental administrative portation and that they should look commission" thought no intelligent nd not without for more reve- man who has any conception of the It is further asserted by the Colonel's vaulting ambition, or knows ROUND TRIP \$19.75 ROUND TRIP. associations that the carriers what benefits he reaped or coerced from

stock watering and manipulation | The subject as embraced in the decen characteristic of recent rail- mand, and the Rooseveltian insidious Correspondingly low rates from other nt, and, consessently, championship of the latter, should, in Virginia points.

needs there is no justification in the most earnest and thoughtful-attention claim of the carriers that higher rates of the American people. It is in no wise repugnant to insistence that cor porations should be rigidly regulated. state Commerce Commission, on its and no concession to the trust evil, to own initiative or on the application say that in such opinion we fully, ab-

Let us not deceive ourselves about burden of proving that the higher rate the Balkan situation. It is a serious, notable case which has recently come not be maintained, it is reasonably before the commission has been the certain that there will be war. The general application of the carriers in powers are trying to avert the impend-Eastern and Middle Western territory ing conflict. Macedonia is the seat of two years ago for permission to in- the trouble. The Balkan countries decrease their freight rates. This re- mand that that province be given autonomy. Turkey resists this heatstated in its opinion that, when dif- edly, but assures the powers that ferent circumstances should arise, or abuses will be reformed and that Macwhenever the railroads could show edonia shall have just government. the necessity for higher rates, the The Balkans quite wisely decline this promise, but insist on home rule in The grand jury of the Hustings Recent increases in wages granted ers step in and propose to take upon Court, specially charged with the duty by the railroads, as in the case of the themselves the fulfillment of Turkish of investigating delinquent taxes in higher rates obtained several days ago guarantees. And there the Balkan Richmond, is to be convened noxt Mon- by the Southern trainmen, would in- situation lies. Austria is something day. If it shall prosecute its inquiry dicate that the railroads contemplate of an umpire in the game; if she detheroughly and make the tax-dodgers again placing the matter before the cides that the proposition of the powcome to time it will be rewarded with commission. The Engineers' Wage Arers be accepted, the Balkans will accept, though with regret. If they have of the people of the city. There can a similar determination on the part of their way, Turkey will lose Macedonia and Crete. What a situation!

WILSON AND BASEBALL.

Besides having the hearty indorse ment of the Hon. Tyrus Cobb. Woodrow Wilson is some baseball player feller has got an automobile, a steam himself, having often swatted the pill yacht and about nine million dollars into the bushes at Davidson College when he was a student there. His appreciation of baseball was indicated in what he said to the crowd that met him at Springfield, Ill., Wednesday. He said:

'I feel that I owe the American ople an apology for presuming to n for the presidency when there's world's baseball champlonship se-ses going on. I know you would a ries going on. I know you would great deal rather hear the score than hear a speech, but I'm interested in scores, too. I'm interested in what the score is going to be on November

"The Democrats are getting onto Mr. Roosevelt's curves and are hit-ting out home runs every time they come to bat—and you ought not to overlook the fact that this presidential campaign is really quite an important

On November 5 Woodrow Wilson will take the first one over the plate and drive it right over the fence.

#### A SAVING PEOPLE.

In reply to the charge that this country is run for the millionaire, the New York Herald cites these facts: Members building and loan associa

Members of depositors in savings banks, 9,597,185. Number of li of life insurance policies

These figures mean that a great portion of the people are saving. Almost 10,000,000 of depositors in sav-The "Progressive platform" demands ings banks, but there are multitudes among other things, "the establish- outside of that figure who are laying

dence add something to better citizen-How Colonel Roosevelt and his chief ship. The American has a chance, and fugleman, Senator Beveridge, can a good deal better chance than he reconcile the vehement support they would have anywhere else, and he is

F. B. Roberts wrote to us lately:

completely mystified yesterday at the He did not know what to make of it

There was something almost hereic

For Emperor of Boston-Tris Speak

People with heart-failure are warned

## Christian Churches of America

Lonisville, Ky.

Tickets on sale October 13, 14 and 15.

By Roy K. Moulton

On the Spur of the

Moment.

He snorts and he whoeses, He trembles and sneezes, He shivers and freezes, And sticks by the grate, He sends down to Gus's For rye, and he fusses, And inwardly cusses

His onery fate,

And constantly utters But not fast enough,

He has to stop smoking.
Tis not time for joking.
And life is a frost.

His wife does not worry. Or hurry or acurry,
She knows she'll not bury
Him, and sheds no tear,
She knows he'll not leave her, He's one gay deceiver. He's got the hay fever

According to Uncle Abner.

It ain't so hard to be pleasant if When a feller goes away and makes a national reputation for a national reputation for nimesir in his own particular line, it is always consoling for him to go back to the old home town and have seven or eight old tads ask him: "Well, boy, what ye a-doin' fer a livin' now?"

For a lazy man's job, there ain's nothing that beats coloring a meerchaum pine

The fellers that never tried to raise chickens are always corry they didn't and the fellers that did try are sorry

Our pustmaster says bein' pustmas-ter is an expensive job. Every time Uncle Ezra Harkins comes in fer a letter, which is every day, he eats a pound of codish and a handful of crackers and a helpin' of cheese. Uncle

Amry Tibbs, our well-known and versatile inventor, has been working eight years on a nonpuncturable pneu-matic automobile tire. He expects to have the invention complete and on the market before he dies. But he Speakin' of wheels, Miss Pansy Tibspeakin of wheels, Miss Pansy The-bitts, who has been takin a cookin school course, made four mince ples the other day, which were so hard that her brother made a go-cart for the kid and used the ples fer wheels.

When the frost is on the pumpkin and the overcoat's in bock.

When he feels down in his pocket and he cannot find a cent, Then a feller wonders where his sum-

spring he always says that he'll no longer be a slave; he will pile up a fortune; all his summer's coin he'll save, each year the autumn breezes bring with them the same old

the frost is on the pumpkin and the overcoat's in hock.

#### Opportunity,

Dey say dat opportunity knocks or at each man's do', knocks jes' once an' goes away,

an' don' come back no Dat may be so, but jes de same, Ah entertains a doubt, Fo' cf she evah called on me she called when Ah was out.

thinks dat opportunity done gft her dates all mixed, knocks at one man's do' so much

#### Abe Martin



(Advertisement.)

# A POPULAR COLLEGE SONG. By John T. McCutcheon.

(Convenient 18th - Dr John W. McContebent.)



O father, he paye all the bills



And we have all the fun.

Voice of the People

High Cost of Living.

To the Editor of The Times-Dispatch:
Sir.—The question of the high cost of living, the supply of foodstuffs—call it what you will—is probably the most vital problem confronting the American people to-day. But it is a problem that has to be faced, and must be solved.

Every year we read of "bumper crops" being harvested, and we naturally think that food will be cheap. Just after Thanksgiving Day a little item in the papers makes the great law of supply and demand look like 3) cents. The ltem coolly informs the people that the price of flour will advance 50 cents a barrel. Scarcity: No, the pirates are out for more graft. College professors assure us that the enormous amount of gold mined each year is the cause of the high cost of living. In other words, we are paupers because we have made too much gold; we are homeless because we have made too many clothes; we are starving because we have raised too much food—"overproduction:"

A few years ago there was a famine in India; also one in China. Missionaries each word: "Don't send food; send money. The storebouses are bursting with grain but the nabobs are holding for big prices." The people are poor

duction."

A few years ago there was a famine in India; also one in China. Missionaries sent word: "Pon't send food; send money. The storehouses are bursting with grain, but the nabobs are holding for big prices. The people are poor

with grain, the people are poor and cannot buy!"

The high cost of living is world-wide, and the cause is greed! The remedy is socialism.

H. B. PORTER.

Bridgeport, Conn. Defends Thomas F. Ryan.

Ah thinks dat opportunity done git her dates all mixed.

She knocks at one man's do' so much he has to set it fixed.

De next man may be waitin' fo' to entahtain her call.

But his house ain't upon her list, an she don' come at all.

She calls on some folks every day, and knock till she am so':

She rings de bell and toots a ho'n and den breaks down de do'.

Ef dey don' 'spond and let her in, she takes it in her hald

To go upstairs and grab 'em quick and drag 'em out of baid, come aroun' man place,

She'll fin' me waitin' at de do' togstab her roun' de wais'.

She'll fin' me waitin' at de do' togstab her roun' de wais'.

She'll have jes' one affinity, an' dat will be mahselff.

But listen, little chillun, et do not pay to wait.

Jes' rtaht right out an' look fo' her, an' mos' as sure as fate, She'll be jes' roun' de cohner so glad to welcome you.

Dat's what mos' folks dat meets ele Oppotuhnity must do.

Bridgeport, Conn.

Defends Themas F. Ryss.

To the Editor of The Times-Dispatch:

Sto the Editor of The Times-Dispatch:

She Editor of The Times on has said that fools rush 'n where angels fear to te the subject of this said

Thou saketch is a very poor man, and that class of our population seems to be the only one at present above (below) suspicion, I make bold to crave a little of your space to say a few words concerning Thomas F. Ryan, of Nekson this of your space to say a few words concerning Thomas F. Ryan, of Nekson this class of our population seems to be the only one at present above (blow) suspicion, I make bold to crave a little of your space to say a few words concerning Thomas F. Ryan, of Nekson this class of our population and the the ning Thomas F. Rya

E DIAMOND MERCHANTS.

1 S. JAMES, Inc.,

CHARLE ACCOUNTS DOLICIT

rise; seest the truth with introspective

there were parental marriage of the hero and heroine, they control,
The mute confession of thy inmost soult
And howsoe'er thy purpose is avowed. In noisy platitudes to win the crowd. Thou standest plainly to the sober mind for mind for mind for men, a menace to thy kind.

Of prudent men, a menace to thy kind.

Of prudent men, a menace to the wast for mule back, taough he seldom used

plause, didst thou not, Insatiable, come forth To aid that doughty "Champion of the North? y, when tHadley's star auspicious Or why, (The more than generous offer of thy foca), Didst thou not half it, pleased to see A peaceful portent beaming in the akies?
Thou wreckedst all to gain thy selfish end.
Claiming all friendship thine—thou no man's friend! A pes nan's friend! thine—thou no pu compar'st thyself, by infer-ice bold, To those broad-minded patriots of old:
To Lincoln thou? That humble, holy
man!
Riensi thou, thou solsy charlatan!

Behold thyself: Thou comest on the In all the wild hysteris of rage—
Abusive, reckiess, bold—a nation's shame!
Thy purpose not to reason, but infirme:
To draw the noisy plaudit of the crowd
And idolise thyself in vaporings loud—
Thine to fight. the ibattle for the Lord,
And give to those who want the sword
the sword!
Why, they who carbed thy wild imperious will
In this at least were patriotic still:

In this at least were patriotic still!

—BERNARD S. McFARLAND.

"LaFollette was the first Republican enproudet, Joseph, June, IV.

### The Passing of the Saddle Horse.

Horseback riding is becoming a rave form of recreation in Alabama. Saddles and spurg are no longer an indispensions. A few people keep them as a luxury, but not as a necessity. At least this is so in the cities and larger towns. Buggies are remaining longer than saddles, but they, too, are playing out. Especially is this so in the case of new buggies. Most of these vehicles which seem to be with us now are old, which would seem to indicate that a great many buggy owners in

curity.

This change has come about with almost melancholy rapidity. It has occurred within the past five of ten years. The automobile has been the main factor in annihilating saddle horses and busgles.

The saddle horse has probably played a larger role in the literature and history of the world than any other single mode of travel. Who will gainsay this?

Our Constitution builders were for and deer hunters and horseback

mitted under some other name to carry out thine unworthy ends!"

Cascade.

DUVAL PORTER.

Cascade.

Armageddos.

(Written immediately after the publican Convention.)

No blundering sophist, thou, who labors long
To make the wrong; seem right, the right seem wrong;
And, self-deluded, with a bigot's zeal Wouldst all delude by savory appeal.

Thy speciou- words from no deception rise;

Sainsay this:

Our Constitution builders were fox, and deer hunters and horseback inders. Mr. Jefferson rode a horse to washington to be inaugurated President. General Washington caused the trying to break it to the saddle, and now later added to his reputation for veracity by contessing to his mother, who owned the horse, that he was responsible for the death of the filly. An artery burst while the young horse was plunging and bucking.

Ante-bellum romances were lived partly on horseback and partly behind

of prudent men, a menace to thy kind.

A nation mourned—but thou wast fortunate;

A nation mourned—but thou wast fortunate;

To eminence raised by dark mysterious Fate!

A people, constant, trusting in thy word.

Confirmed their faith, by genurous impulse stirred.

And thou, inflated by this happy chance.

Beyond the bounds of prudence would advance!

Thy predecessors, men of sober mood.

Secure of fame, retired with gratitude and lived perpetual debtors to the State.

Knowing the office, not the man, is great.

Say, when didst thou discover wisdom?

Whym

Those milit—the grist mill—on horseback, to omil!"—the grist mill—on horseback, to mill."—the grist mill—on horseback, taough he seldom used as addle. Time was when a young man could accumulate enough fame and or ever being elected to anything by election of ever being elected to anything by early or ever being elected to anything by ever can be always. So late as the Spanish-American was a waiting of ever being elected to anything by ever can be a

will be fought largely on sea.

cavalryman that played strong in the
War Between the States, and later in
the Spanish-American War, will spend
most of his time estimating his ininitezimal importance as a warrior.

The plains of the West have been
hurned and fenced in, and the cowboy
is no longer a living hero. The pony
expressman long sloce passed away.
The star route man, with his road
cart, or his saddle, is not carry mail
any more in this part of the country.
The fox hunter is becoming extinct,
because his game is disappearing.

In future we shall witness heres
races, but we won't do the riding. In
this day we hire a jockey to do r'ding
at the State fair.

Thus the automobile takes the place
of the saddle horse in romance, war,
positics and business. We should erect
a monument in our hearts to the
horse.—kontgomery Advertiser.

# National State and City Bank

stat Rest Male.

PUT THIS LABEL ON YOUR GOOD

